

Montana and the Sky



Vol. 41, No. 2

MONTANA AERONAUTICS DIVISION

February 1991

MONTANA LOGGING AND BALLET COMPANY TO ENTERTAIN CONFERENCE ATTENDEES

The Montana Logging and Ballet Company will perform at the Saturday evening banquet during the 1991 Montana Aviation Conference.

Start with a Methodist minister. Add a political consultant with two United States Senate campaigns to his credit, and a sculptor whose work appears in the collections of playwright Edward Albee and cookie magnate Famous Amos. Finish with a state labor specialist, and stand clear: You're looking down the barrel of the Montana Logging and Ballet Company (MLBC).

Having little to do with dance and even less with timber, MLBC is a singing political cartoon that, depending on the week, may be found performing for the likes of Archbishop Desmond Tutu, the House Democrats in Congress, or the Health

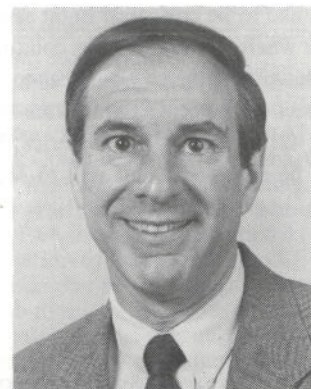
Education Museum in Cleveland.

What are four white guys from western Montana doing about apartheid? In the case of the Montana Logging and Ballet Company, they're doing the same thing they've been doing for the past eight years: using music and comedy to promote political and social causes.

Much of the humor is satire; much of the satire is musical; and much of the music is original, in four-part harmony with guitar and banjo accompaniment. Drawing heavily upon folk and pop styles, the program borrows from barbershop, reggae, opera, and spirituals, as needed. Pantomime, sight gags, and an array of homemade sound effects are also part of the arsenal, and MLBC is not above a dash of slapstick if it gets the laugh. *continued on page 3*

PHIL BOYER, AOPA PRESIDENT TO ATTEND CONFERENCE

Phil Boyer, President of the 300,000-member Aircraft Owners and Pilots Association (AOPA) will be the featured speaker at the banquet Saturday evening. The banquet is scheduled to begin at 7:00 p.m. at the Outlaw Inn in Kalispell.



Having been chosen for that post by the AOPA Board of Trustees in September of 1990, Boyer assumed these duties on January 1, 1991.

A long-time broadcasting executive and general aviation advocate, Boyer is a 3,000-hour private pilot who has been flying for more than 23 years, 13 of those as an aircraft owner. He is instrument and multi-engine rated, and his love of aviation has crossed over into his broadcasting career for many years. He is probably best known to pilots as the developer and publisher of ABC's Wide World of Flying, a quarterly subscription based video magazine produced since 1987.

continued on page 3



Pictured from left to right, are Montana Logging and Ballet Company members Tim Holmes, Rusty Harper, Steve Garnaas-Holmes and Bob Fitzgerald.

Administrator's Column

GENERAL AVIATION SAFETY AGAIN IMPROVES. According to the National Transportation Safety Board (NTSB) the General Aviation (GA) safety record continued their steady improvement trend in 1990 which was the lowest accident year since 1938. Due to the increased number of hours flown in 1990 the accident rate was actually the lowest ever recorded with 7.01 accidents per 100,000 hours flown. NTSB figures show that GA flew 30.5 million hours in 1990 which is four times greater than all airlines combined. According to Donald Engen, AOPA Air Safety Foundation (ASF) President and former FAA Administrator, the continuing trend towards improvement can be attributed to aviation education and training. Mr. Engen stated that "larger numbers of active pilots are participating in more professional initial and recurrent training; that's the key." Engen pointed out that more than 35,000 pilots and flight instructors attended ASF training programs in 1990. It has long been the Aeronautics Division's position that safety education plays a key role towards flight safety and it is for this reason that we continue to offer clinics and to participate with the FAA in clinics throughout the state.

* * * * *

SOME FLIGHT SERVICE STATIONS WILL REMAIN: Congress has directed the FAA to keep open or possibly open new Flight Service Stations which will be auxiliary to the 61 new consolidated and automated FSS's. The auxiliary stations will be located in areas determined to be critical to flight safety where unique operational conditions exist and/or at areas where unique weather conditions exist. If you feel that your Flight Service Station meets this criteria then it would behoove you to put together a strong and convincing document and direct it to Bernie Funk, Vice-President, Office of Technical Analysis and Support, AOPA, 421 Aviation Way, Frederick, MD 21701 or call (800) 872-2672. Any correspondence should be completed and sent to Mr. Funk as soon as possible.

* * * * *

AVIATION USER TRUST FUND GROWS: According to the United States Treasury Department the Airport and Airway Trust Fund was at \$14,838,305,150.97 as of October 31, 1990.

* * * * *

MONTANA'S AVIATION CONFERENCE: Plans are coming along smoothly and are now pretty much finalized for our 1991 Statewide Aviation Conference. As you have seen in previous and in this issue of Montana and the Sky, an exciting, educational, and fun conference has been planned for your enjoyment. A tremendous amount of work by several dedicated people has been exerted towards this effort and I wish to encourage you to join us all in Kalispell on February 27 through March 2. I guarantee you that you won't be disappointed.

CALENDAR

Feb. 27 - March 2 - 1991 Montana Aviation Conference, Outlaw Inn, Kalispell.

Feb. 28 - March 2 - Aircraft Mechanics Refresher Seminar, Outlaw Inn, Kalispell.

March 4 - 6 - Upper Midwest Aviation Symposium, Radisson Inn, Bismarck, ND.

May 15 - LORAN-C Users' Forum, Airport Hilton Hotel, El Paso, Texas.

May 17 - 18 - Big Sky Wing, OX5 Aviation Pioneers, Stardust Motor Lodge, Idaho Falls, Idaho.

June 17 - 28 - Aerospace Teacher Workshops.

July 3 - 4 - Bozeman Air Show.

August 2 - 4 - MAAA Fly-In, Three Forks.

August 22 - 24 - Ninety Nines 1991 Northwest Section Meeting, Holiday Inn, Bozeman.

August 31 - Sept. 2 - Fly-In, Yellowstone Airport, West Yellowstone.

Sept. 20 - 22 - Mountain Search Pilot Clinic, Kalispell.

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Chuck Brooke, Director

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MONTANA LOGGING & BALLET CO. cont'd from page 1.

Topical humor is the group's specialty, and the 5 o'clock news is often incorporated. The show rides hard on government excesses, cultural materialism, sexism, racism, and coldheartedness of all kinds.

Members of the company include Bob FitzGerald, Tim Holmes, Steve Garnaas-Holmes and Rusty Harper.

Manager Bob FitzGerald, former campaign manager for Senator Max Baucus, formally abandoned politics several years ago, though he keeps Washington connections fresh with the troupe and other business. He manages sculpture sales of bass player Tim Holmes, which is why audiences are sometimes treated to a display of bronzes after a show.

The Rev. Steve Garnaas-Holmes, the sculptor's older brother, is the minister of the Methodist church in Bigfork. "Pastor Steve," as he is known to his parishioners, is responsible for all of the group's sound effects and most of its original music.

The fourth member of the group, Rusty Harper, is Chief of the Unemployment Bureau of the Montana Department of Labor. Mr. Harper is as close as the troupe gets to a straight man, and it is his impassioned monologue that is the climax and close of each performance.

An amusing time is promised to be had by all in attendance. Plan on attending the banquet beginning at 7:00 p.m. on Saturday, March 2, 1991, at the Outlaw Inn. Tickets for the banquet are \$20 per person.

BOYER continued from page.1

Prior to his selection as AOPA President, Boyer served as Senior Vice President, Development, for Capital Cities/ABC Video Enterprises, Inc., where his responsibilities included exploring new business opportunities in communications technologies as well as providing coordination for the international activities of the division within CC/ABC Video Enterprises, Inc. Boyer had full responsibility for ABC's Wide World of Flying and oversaw a company-wide effort to test the potential of interactive broadcast services. He was instrumental in establishing an ESPN cable channel in Japan, and was active in the formation of an all-sports cable channel in Europe.

Boyer has held the top executive position as Vice President and General Manager at ABC's flagship station, WABC-TV in New York, and WLS-TV in Chicago. At WABC-TV, he was responsible for 500 employees and for serving the diverse interests of the nation's largest city.

Boyer's career in broadcasting began early, when at the age of 12 he built a radio station in his parents' basement. Over the next five years, the station grew: Boyer had 20 employees, all teenagers, and the station broadcast seven days a week. Boyer sold the station when he graduated from high school, to attend Lewis and Clark College in Portland, Oregon, so they could establish their own radio station, which Boyer managed. He earned a degree in communications from Sacramento State University, and later was an associate professor for communications there. In the late 1960s and early 1970s, Boyer reported traffic and flew television news crews in northern California in addition to his responsibilities as program director and

station manager at KCRA-TV in Sacramento.

The recipient of numerous awards for his contributions to quality programming, Boyer has also been presented a letter of commendation by the Federal Aviation Administration for assisting to a safe landing a student pilot who was trapped above the clouds.

A vice president of the Northeast Chapter of the American Bonanza Society and a member of the Cessna 310-340 Owners of America, Boyer was president of the Sacramento Valley Pilots Association, and headed an Aviation Explorer Post for the Boy Scouts. Boyer flies about 300 hours a year. Last summer, he and his wife Lois completed a 12-country tour of Europe in a Cessna 340A.

Tickets for the Saturday banquet must be purchased no later than Friday, March 1, 1991.

BILLINGS RECEIVES NEW HUB MANAGER

Edward D. (Red) Henderson began duties as the Manager at the Billings Airport Traffic Control Tower on December 3, 1990.

Henderson is from a small town in western Oregon and began as an Air Traffic Controller in 1960 while with the U.S. Air Force. In 1965 he began work with the Federal Aviation Agency at Seattle Air Route Traffic Control Center.

He has held several positions for the FAA, including, journeyman controller, training instructor, Area Supervisor, Assistant Manager of Training, Assistant Manager for Quality Assurance, Area Manager, Facility Operations Specialist, and Facility Support Specialist.

Red has an intense love for aviation and is excited about Montana's future.

We welcome Mr. Henderson to Montana.

ATIS AT HELENA TOWER

Beginning February 1, 1991, the Helena Tower will inaugurate Automatic Terminal Information Service (ATIS) on frequency 120.4 Mhz. ATIS is the continuous broadcast of recorded non-control information during the hours the tower is in operation. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information. It will include the latest weather sequence, instrument approach and runways in use, NOTAMS, SIGMETs, and other pertinent information.

Pilots should notify controllers on initial contact that they have received the ATIS broadcast by repeating the alphabetical code word used at the start of the broadcast. Controllers will then omit those items contained in the broadcast if they are current.

FERGUSON RECEIVES REGIONAL FAA CHAMPIONSHIP AWARD

Michael D. Ferguson, Administrator, Montana Aeronautics Division has been chosen as a regional-level winner in the Federal Aviation Administration (FAA) Championship Awards for Excellence in Aviation Education.

Regional winners were chosen from a field of nominees from Montana and the other six states in the FAA's Northwest Mountain Region; Colorado, Idaho, Montana, Oregon, Utah, Washington, and Wyoming.

The yearly competition is administered by the FAA in cooperation with the National Association of State Aviation Officials. It is designed to recognize outstanding contributions to the better understanding of aviation and its role in American life at the national and community levels.

Congratulations Mike!

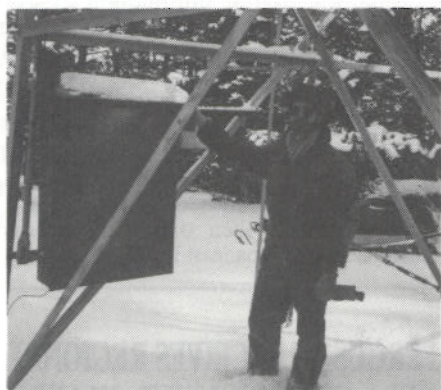
AIRCRAFT REGISTRATION DEADLINE NEARS

NOTICE - NOTICE - NOTICE This is your last reminder. All aircraft registration is due March 1, 1991. Registration not postmarked on or before March 1 will be subject to the lawful penalty of the registration fee plus five times the fee. Collection of this penalty is very unpleasant for both the Aeronautics Division and the aircraft owner. Please get your registration in. If you have any questions, do not hesitate to call the Aeronautics Division prior to the deadline.

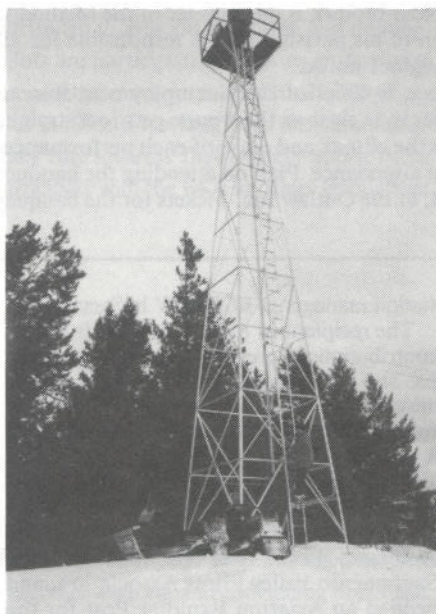
WESTERN MONTANA BEACONS SERVICED

By: Mike Rogan
Aviation Representative

On January 22-24, 1991, Mike Rogan and Blaine Meissner of the Aeronautics Division serviced airway beacons in the western part of Montana. All the airway beacons were in excellent shape. We still encourage pilots to call in to either the Division or F.S.S. and report any outages. This ensures that the amount of time an airway beacon is out is minimal.



Mike Rogan at the bottom of the Avon Beacon.



Blaine Meissner ascends Bonita Airway Beacon to perform maintenance.



The ladder on the Lookout Pass Airway Beacon was camouflaged with snow in parts.



St. Regis Airway Beacon.



Blaine Meissner climbing Alberton Airway Beacon.



Snow-covered Mike Rogan appears at the base of University Mountain Beacon.

FORMER AERONAUTICS COMMISSIONER REMEMBERED

Upon learning that Gordon Hickman passed away, his daughter, Margo Hickman of Glenview, Illinois was contacted and asked if she would write a remembrance for this publication.

Ms. Hickman submitted the following.

Gordon Hickman was our father. Consequently, in making this effort to chronicle his time among us, we are inclined toward the good memories and favorite stories as we remember them.

Gordon lived his entire life in Montana except for the war years which he spent primarily in Houston, Texas where he met our mother, Jo. He grew up in Great Falls, attended the University of Montana law school, worked for the V.A. after the war, and eventually settled in Harlowton where he was the county attorney for more than twenty years.

Among the various commissions upon which Gordon served was the Montana Aeronautics Commission. He was appointed by Governor Babcock in July, 1961 and served until July, 1969. This commission was a favorite of his, and he made many good friends over the years. He loved airplanes, and marvelled at the technology. During the time he served on the commission, the airport at West Yellowstone was dedicated and opened. If you were there, you recall that it was a particularly distasteful day because of the cold rain and wind. Nevertheless, the dedication proceeded on schedule.

An annual convention was held, and as I recall, it was always in West Yellowstone. All the kids would slide down the banisters at the hotel while the adults did adult things. They must have been planning the "fly-ins", and stuff. One fly-in was held in Harlowton. It was a great day; beginning with a pancake breakfast and then out to the airport to look at the airplanes. Governor Babcock flew in on the Queen Air, and we got to meet him.

One of dad's good friends from the commission, Jack Hughes, worked for a company in the biz. When we were in Missoula one time he gave us a ride in a helicopter, and we chased cows by flying low over the field. Theirs was a long friendship and they shared a rivalry because Jack was a Bobcat and Dad was a Grizzly. Every fall they would go to the Bobcat-Grizzly football game. Although I never was a witness, I'll bet a few bucks changed hands over the years.

For those of you who remember our father and are familiar with the work of the Aeronautics Commission, he was proud of what they accomplished, and he enjoyed his tenure. We were very young at that time, and don't remember what the commission was working on other than the West Yellowstone Airport. However, many of you remember Gordon, and we hope that those memories are good. Ours are.



Gordon Hickman
11/01/11 - 07/01/90

1991 NORTHWEST SECTION MEETING

Pteradactyls to Ptaildraggers is the theme of the Ninety Nines 1991 Northwest Section meeting to be held August 22-25, 1991, in Bozeman, Montana. The host Chapters are Montana, Wyoming and North Dakota.

Our theme will take you from dinosaurs to the present day-- honoring aviation pioneers along the way. Our seminars range from sky-diving to the psychology and physiology of survival. Our featured guest speaker will be Amelia Earhart historian, Ann Pelligrino.

Join us for a river float and a Montana steak fry, or a tour of Yellowstone Park by air. We have something for everyone, including 66's and 49½'s. Bring your golf clubs and fishing gear and enjoy the best the Northern Rockies has to offer. Plan to spend a few extra days and get your glider rating.

Our headquarters for this fun and informative meeting will be the Holiday Inn in Bozeman, Montana. For more information contact:

Linda Marshall,
6129 Jackrabbit Lane,
Belgrade, MT 59714,
(406) 388-7668.

HOW TO SPOT A DRUG SMUGGLER

(Reprinted with permission from Director, Kansas Aeronautics)

Help U.S. Customs nab airborne smugglers and you'll be a hero in the war on drugs.

A code number system guarantees your anonymity, and Customs pays up to \$2,500 cash for your tip. And up to \$250,000 for a documented confidential source.

Be alert. Be suspicious. Here's what to watch for.

- Low altitude with sudden climb near established airport.
- No radio response when challenged.
- Seats missing from aircraft.
- Aircraft windows covered.
- Many containers inside the aircraft--boxes, plastic bags, duffel bags.
- No lights flying or landing after dark.
- Trucks, campers, or vans waiting near area suitable for landing--often equipped with radios to communicate with aircraft.
- Refueling from drums of fuel or from the backs of trucks.
- Evidence of operating from dirt strips--chipped paint, muddy wheels, dirty aircraft, beat-up props.
- Strong odors, such as perfume, used to cover the scent of marijuana.
- Over-inflated air shocks and oversized tires, for larger payloads.
- Altered aircraft--new paint, added doors, extra fuel tanks, changed registration numbers.
- Aircraft parked in remote locations on the ramp.
- Pilot or passengers reluctant to leave the aircraft unattended during servicing.
- Large amounts of cash displayed by pilot or passenger; cash payments for fuel and services.

Report suspicious activity at once to this toll-free Customs number:

1-800-BE-ALERT

CONFERENCE ARRANGEMENTS COMPLETE

Those of you who have not registered for the 1991 Montana Aeronautics Conference are urged to complete the registration form found elsewhere in this publication and return it to the Aeronautics Division as soon as possible. The Conference is guaranteed to be another stimulating Montana aviation function full of educational and informative sessions.

Governor Stephens has proclaimed the week of February 24 - March 2, 1991, as Montana Aviation Week.

Over thirty-five exhibitors from across the United States and Canada have reserved booth space. The trade show will be open throughout the Conference with all coffee breaks, Friday's luncheon, and a hospitality hour being held in the exhibit area. The exhibits will open on Thursday, February 28 at 10:00 a.m.

A static display hosted by the Kalispell EAA Chapter 102 will be located at the Stockhill Hangar on the Kalispell City Airport. The display will be open for viewing on Friday and Saturday from 9:00 a.m. - 5:00 p.m. Be sure to stop by and observe the aircraft on display. For further information, contact John M. Johnson, President, Kalispell EAA Chapter 102 at 837-6632.

The Conference features an impressive roster of speakers for meal functions. Ralph Hood, The Flying Humorist, sponsored in part by FBO Magazine, will speak during the kick-off luncheon on Thursday. Mr. Hood will offer an additional program Thursday evening. Saturday's lunch will bring A. Scott Crossfield, former astronaut and currently Technical Consultant to the House Committee on Science and Space Technology. Saturday's banquet will feature Phil Boyer,

President, AOPA.

In addition, Conference participants will be treated to entertainment at Saturday's banquet. A fun-filled performance will be given by Montana's own, Montana Logging and Ballet Company.

Drawings for door prizes will be conducted throughout the Conference, including several round-trip airline tickets.

Concurrent session topics include: the DUAT system, homebuilders roundtable discussion, keeping healthy to pass your flight physical, global positioning system, aviation museum progress, back country airstrips, reading aviation weather reports, Alberta air search and rescue, residential air parks, stall spins, above ground fuel storage tanks, economic enhancement for small airports, and much more.

Richard Wien of Fairbanks, Alaska, and son of Noel Wien, founder of Alaska Airlines and commonly referred to as the "Dean of Alaska Aviation", will provide three sessions. Mr. Wien will present sessions on flying between Alaska and Siberia in the 1920s, early Alaska aviation and 1950-1960 Alaska flying.

Back by popular demand will be Denny Lynch, Lynch Flying Service, Billings. Responsible for many of the flying scenes in the movie, "Always", Denny will discuss his venture and experiences during concurrent sessions.

The annual Aeronautics Division Aircraft Mechanics Refresher Seminar and the Aerial Applicator Seminar will be held in conjunction with the Conference.

Business and/or board meetings will be held for all of the Montana aviation organizations as will meetings of the Montana Aeronautics Board and the AOM Board.

A "Flying Companion" Seminar for non-pilots will be held Friday morning. The session will be conducted by Linda Marshall and Tina Pomeroy of the Montana Chapter of the 99s. A Spouses/Guests Program will be held Friday afternoon. Plans include a bus tour to Bigfork for shopping and touring of galleries. A special visit will be made to Larry Janoff's studio, a well-known aviation artist. Those interested in the tour are asked to sign up at the Conference registration desk. Space is limited, so please sign-up early. An alternative to the Bigfork tour will be shopping in downtown Kalispell, including the Kalispell Center Mall. Some special discounts will be offered by merchants.

Big Mountain is offering reduced rates for skiing. A shuttle to the ski hill leaves each Saturday morning at 8:00 a.m. from Little Big Men Pizza (approximately 1 1/2 miles from the Outlaw) and returns at 4:15 p.m. Round-trip cost is \$3. Transportation can be arranged to the shuttle pick-up and drop-off point.

A tentative schedule is provided elsewhere in this publication along with a registration form. NOTE: Those who preregister will be eligible to win two free airline tickets from any Montana Sky West destination to Salt Lake City & return.

The registration fee is \$30 for an individual; \$40 for a family. The registration fee allows entry into all events (with the exception of meals), coffee breaks, two free drink tickets for the Friday night hospitality hour and the free luncheon on Friday. Name tags must be worn for admittance to all events.

Meal tickets are sold separately and must be purchased no later than 24 hours in advance. Thursday's lunch tickets must be reserved in advance through preregistration.

Rooms for the Conference have been blocked at the Outlaw Inn at the rate of \$49-single or \$55-double plus tax. Call the Outlaw at 406-755-6100. Other motels in the area include: Aero Inn/406-755-3798; Super 8/406-755-1888; Motel 6/406-752-6355; Diamond Lils/406-752-3467; Days Inn/406-752-2681; Kalispell Hotel/406-752-3616.

SEE YOU IN KALISPELL!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

To all of our friends and relatives who are serving in Operation Desert Storm and to those family members at home, we hope for a safe, expedient return home. Our thoughts and prayers are with all of you.

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FAA ISSUES CERTIFICATES

PRIVATE

Willie P. Pyette Chinook

INSTRUCTOR - GROUND

Mark E. Frenck Billings
James R. Traub Missoula

INSTRUCTOR RENEW/REINSTATE

Donald E. Artz Billings
William D. West Helena

INSTRUMENT GROUND INSTRUCTOR

Scott A. Crawford Missoula

AIR TRANSPORT - MULTIENGINE

Merlin Christensen Bozeman

TENTATIVE SCHEDULE - 1991 MONTANA AVIATION CONFERENCE

Wednesday, February 27

Afternoon
Booth Set-Up
Evening
Ag Operators Dinner

Thursday, February 28

Morning
Ag Operators Seminar
Mechanics Seminar
Aeronautics Board Meeting
Concurrent Sessions
Luncheon
Kick-off Luncheon Speaker:
Ralph Hood, The Flying Humorist
Sponsored in part by *FBO Magazine*
Afternoon
FAA Availability Session
Ag Operators Seminar
Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
Evening
Ralph Hood, The Flying Humorist
Sponsored in part by *FBO Magazine*

Friday, March 1

Morning
MFF Business Meeting
Mechanics Seminar
Flying Companion Seminar
Concurrent Sessions
MAMA Membership Meeting
Luncheon
Free to Registrants
Door Prizes
Afternoon
Concurrent Sessions
MATA Business Meeting
Spouses/Guests Program
Evening
Hospitality Hour in Exhibit Area

Awards Luncheon
Speaker:
Scott Crossfield, consultant to
U.S. House of Representatives
Committee on Science & Space
Technology
Afternoon
AOM Board Meeting
Concurrent Sessions
Evening
Banquet Speaker:
Phil Boyer, President
Aircraft Owners & Pilots Association
Entertainment:
Montana Logging and Ballet Company

Saturday, March 2

Morning
EAA Business Meeting
MAAA Business Meeting
99s Business Meeting
MPA Business Meeting
Mechanics Seminar
Concurrent Sessions

Exhibit area will be open beginning Thursday morning, February 28, and will be open at various times throughout the Conference until Saturday afternoon. Coffee breaks, the Friday luncheon and the hospitality hour on Friday will be held in the exhibit area.

1991 MONTANA AVIATION CONFERENCE REGISTRATION

MONTANA AVIATION CONFERENCE - FEB. 28 - MARCH 2, 1991

MAIL TO:
Montana Aviation Conference
P.O. Box 5178
Helena, MT 59602

PLEASE TYPE OR PRINT

NAME(S) OF PARTICIPANT(S) (for name tags): _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
(choose one for name tag)

PLEASE MAKE THE FOLLOWING RESERVATIONS:
NOTE: Meal tickets must be purchased no
later than 24 hours in advance.

MPA _____ 99E _____
MATA _____ MAAA _____
MANA _____ EAA _____
MFF _____ CAP _____
Other _____ N/A _____

ENCLOSED

Reg. Fee - _____ @ \$30 _____ @ \$40 \$ _____
*Thurs. Luncheon _____ @ \$9 \$ _____
Fri. Luncheon _____ @ FREE \$ _____
Sat. Luncheon _____ @ \$9 \$ _____
Sat. Banquet _____ @ \$20 \$ _____

MAKE CHECKS PAYABLE TO:
MONTANA AVIATION CONFERENCE

TOTAL ENCLOSED: \$ _____

RESERVATION MUST BE MADE PRIOR TO CONFERENCE FOR THURSDAY LUNCHEON

INSIDE THE NATIONAL WEATHER SERVICE

By: Paul Eyssautier
WSEO/Meteorologist
U.S. Department of Commerce

Did you know that National Weather Service employees are routinely tested on their ability to present pilot weather briefings? Both National Weather Service (NWS) and FAA Pilot Weather Briefers are provided training, then are required to pass both a written and an oral examination before they are allowed to brief pilots. FAA Pilot Weather Briefers are initially trained at the FAA Academy located in Oklahoma City, Oklahoma. They undergo an extensive training program that includes a written exam covering basic meteorology concepts, radar and satellite interpretation, and pilot briefing techniques. NWS employees are given a

written test after they have studied similar material at their duty station. After their initial training is completed, the prospective pilot weather briefer is required to pass an oral exam administered by the Weather Service Evaluations Officer (WSEO), or his/her representative. There is at least one WSEO assigned to each State in the U.S. The oral exam covers both IFR and VFR flight. The trainees are judged on their ability to interpret available weather information in order to provide a quality briefing to the customer. They must follow a specific format which ensures the pilot receives all necessary information for their route of flight in a logical and precise order. An omission of any hazard to flight is an automatic failure.

After the Pilot Weather Briefer is fully certified, he/she is periodically checked to

ensure the high quality of weather briefings is maintained. Quality control checks are performed by designated personnel of both the FAA and NWS. Also, during his annual visits of FAA and NWS offices, the WSEO will spot check pilot weather briefings.

Pilot Weather Briefers, whether they are from the NWS or the FAA, are very concerned that they provide the best briefing possible to insure their customer...YOU...the pilot, has all available information for a safe flight.

2,000 copies of this public document were published at an estimated cost of \$.42 per copy for a total cost of \$837, which includes \$632 for printing and \$205 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



February 1991

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